

**REMARKS**

**Amendments to Claims**

The claims have been amended to avoid any question of indefiniteness with regard to the subject matter recited in each claim. In particular, the objections raised by the examiner have been addressed in the amendments and it is submitted that the claims are now fully compliant with 35 USC §112.

Support for all the amendments in the claims is found in the drawings of the application as originally filed as well as throughout the written description.

**Amendments to Specification**

The specification has been amended on page 6 to more clearly depict what is illustrated in figure 3 of the drawings.

The term "box-like construction" with regard to element 20 in the drawings has been changed to reflect a better technical description of the construction, which is actually a "beam truss". The specification and claims have been amended throughout to substitute the term "beam truss" for "box-like".

**Claim Rejections – 35 U.S.C. §102**

The claims have been amended to more precisely define the subject matter encompassed by the original claim language in terms that avoid any misunderstanding of the subject matter for which protection is sought.

In this regard, claim 1 now recites that the semi-trailer comprises a chassis having two laterally spaced supporting longitudinal runners that are connected by cross connections, and at least two laterally spaced wheels carrying the chassis, wherein the longitudinal runners are spaced apart wider than the distance between the wheels, and wherein each wheel is fixed independently of the other wheel on the chassis by at least two parallel upper and lower supporting arms which are each hingedly connected at their opposite ends to a central support part of the chassis extending between the runners and to a respective wheel. The parallel upper and lower support arms can be seen in figures 5 and 6, and are identified, with reference to figure 6, as 33, 32. From the perspective of figure 6, each upper and lower arm 33, 32 is hingedly connected to the central support 24 at its inboard end and is hingedly connected to a single common wheel at its outboard

wheel at its outboard end. This same pattern of upper and lower supporting arms is also provided on the opposite side of the chassis, as clearly evident from figure 6.

The examiner will also note from figure 5, that two pairs of longitudinally spaced upper and lower arm sets are shown in figure 5 supporting each wheel with respect to the central support part of the chassis 24.

Applicant submits that the recited structure is not shown or suggested in DE 100 35 273 and that withdrawal of the rejection of claim 1 as lacking novelty in view of DE '273 is not warranted in the light of a proper understanding of the subject matter recited in claim 1. Accordingly, withdrawal of the rejection is requested.

The remaining claims that are not withdrawn from further consideration recite additional elements distinguishing the subject matter of claim 1 over DE '273 considered alone or with EP 1 127 749. In addition, each claim is patentable on the basis of the patentability of claim 1, from which they depend directly or indirectly.

With regard to claim 8, it will be noted that this claim now clearly recites that the upper and lower supporting arms are arranged in pairs and configured so that the upper sets of arm pairs and lower sets of arm pairs each form a triangular bracing connected at their inner ends to the central support part of the chassis in longitudinally spaced relationship by a pair of hinged joints, and to a respective wheel at a single hinge joint (see figures 5-10) at their opposite ends.

With regard to the description in claim 2 defining each longitudinal runner as having a "box-like construction over a selected length", the examiner's attention is drawn to figure 3 and in particular the beam truss construction 20 (called "box-like construction" in the original description and claims) which provides a truss beam reinforcement for the chassis between the fifth wheel connection of the chassis and the support wheels for the chassis.

The application having been placed in condition for allowance, its passage to issue is respectfully requested.

Respectfully submitted,  
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